

THE OLD FARM.

I love to dream about the days
I spent upon the farm;
The theme is rich in memories
That never lose their charm.
Though early lured away by tales
Of traffic's golden rain,
How oft, how oft I've longed to turn
Back to the farm again!

I've toiled for gain in busy marts
And scoured the paths of ease;
I've walked with fervor fortune's smiles,
Across the busy seas;
But neither ruddy wealth of Ind
Nor France's ambrosial wine
Could ever afford the lost delights
Of that old home of mine.

There every humble duty here
Of rich reward its need,
And sweet approval gave a smile
For every kindly deed;
There peaceful sleep did wait upon
Each day of toil and care,
And hope gave strength each dawning day,
Its burden new to bear.

There peaceful scenes on every hand
Did e'er beguile the eye;
The woods, the hills, the winding streams,
Reflecting azure sky;
The knee, contented, browsing o'er
The blossoms brooded wild;
The ewes and lambs, at wane of day,
Returning to the fold—

All filled my little world with joy
And bade brief sorrows fly,
As soothed the infant's griefs away
A mother's lullaby,
Nor sordid aims did mar the flow
Of innocent delight,
While honor's precepts were instilled
With love's persuasive might.

Then take me back, oh, take me back
To that fair spot once more,
To me more lovely than the famed
Estates of classic lore!
Oh, take me back and let me rest
There, safe from grief and harm,
To spend my brief declining days
Upon the dear old farm!

—Chicago Democrat.

HER NEXT MOVE.

GERALDINE FOWLER sorted her mail somewhat listlessly. Some of the envelopes held rejections. She could tell them by their plumpness. There seemed to be an unusual number this morning.

There were one or two acceptances. She smiled as she drew the checks from their envelopes and laid them carefully away. It had paid, after all, her coming to New York. She had gained her experience and broadened her outlook. Yet, perhaps, it had made her restless as well.

She certainly had been, since Godfrey Taylor crossed her path.

A troubled look came into her eyes as she took up his letter and read it. A flush spread over her face.

"I thought so," she said as she finished reading and dropped it on the desk. Then, with an impulsive movement, she leaned forward and buried her head in her hands.

It had all come so rapidly, this new emotion. Less than three weeks ago she had forgotten the existence of Godfrey Taylor. To be sure, she dimly recalled the gay times she had had with him one summer, and her admiration of him because he was an editor, and could talk familiarly of books and dramatic events. She had even fancied she liked him, but he had gone out of her life.

Suddenly she had heard from him. He had seen a story of hers and had written. This had been followed by other letters, and here was the culmination:

I have not found you to lose you. I want you to marry me at once. Come to Washington for the fall, enjoy all the advantages I can give you. You can go into society—I have means—you can entertain literary people and indulge your fondness for the stage, which I remember, and in January we will go abroad. I shall probably be appointed to some office there.

Her eyes glistened. "It is what I have always wanted," she murmured. "And Edward—"

She stopped. The faithful lover at home had hardly entered her mind.

"Well, I could not go back there any way and be content," she sighed. "My life here has spoiled all that. He must wake from his dream sooner or later. He told me to be free; I will be free."

She arose from her chair and pushed back the scattered papers.

"I will be free to live my life in this glorious fashion that is offered me. It belongs to me. I was made for just such a life."

She smiled triumphantly. Then she seized the pen and directed an envelope to a little far-away country town.

"I am tired of it all," she wrote on a slip of paper.

She paused. "The truth will come later," she said, as she hastily added. "My next move will surprise you."

Then she wrote to the other one.

"You may come if you like," she said; "I shall be glad to see you, and perhaps—"

She left it there.

Edward Wherritt entered the post-office with an eager step. A glad light crept into his eyes as he saw the familiar handwriting, and a thrill of pleasure ran through the man as he took the letter from the postmistress.

His hand trembled a bit, inasmuch that some papers fell to the floor, and he laughed a happy laugh as he bent and picked them up.

Then he slipped them all into his pocket and turned away.

It was a long time since he had heard from her. His hand closed tightly upon the letter in his pocket. It was there now, fresh from her hand. He would not hasten to read it. It was there—his. No power on earth could take it from him.

The light in his eyes grew deeper, and a happy smile played about his mouth. He had several errands to do. He

must visit the news stand first. There might be something of hers in one of the magazines. His quick eye caught her name, and he slipped the publication into his pocket.

Then he finished the errands and walked rapidly toward home, his hand still closed on the letter, and his mind speculating as to what it would say. Would it tell of some new success? How proudly he had watched her career! Perhaps it would say she had decided to stay another six months in New York.

Well, never mind. He could stand it, and the end would be so much nearer. The letter felt thin. After all, probably it was but a hurried note, to tell of some sudden pleasure she wanted to share with him.

His heart gave a bound. Any way, it was from her—that was enough. The words were so few.

"My next move may surprise you," he repeated.

A quick fear seized his heart. He turned the page for more, but that was all. Not even a signature.

"She must have left out the rest by mistake," he said, as he held the open page in his hand. "But whatever the move is, I know it must be right."

His eyes traveled fondly to the face smiling down the wall.

He rose early the next morning. It was only just growing light, but his sleep had been broken, and he would go down to the early mail and see if the rest of the letter had not come. Surely Geraldine would send it when she found it had been left out. He could even fancy the little laugh she would give when she discovered it, and how quickly she would enclose it in another envelope and add a few words as to her carelessness.

He pictured it all in his mind, as he swung through the village street with an eager tread.

The office was not open. The morning train was not due yet. Slowly he wandered toward the station, and stood gazing down the track from whence his letter would come. He stamped his feet a bit impatiently, and took out his watch.

It was coming at last! With a roar that would seem to waken the yet sleeping people, the train drew in.

The morning papers and the mail bag were thrown out on to the platform.

The roll of papers bounded away into the wet grass. He sprang after them with a laugh. The early morning air was exhilarating. He grasped them in his hand and waved them triumphantly at the baggage master as he leaned out of the door of his car.

Then he turned. A woman stood beside him.

"I have come home," Geraldine said. For an instant he gazed at her with startled eyes. Then with a quick movement he gathered her into his big arms and drew her close. Her tired head fell on to his strong shoulder, and the sad, pleading eyes were hidden from view.

Her hat fell unheeded to the ground, as he kissed her hair and forehead again and again.

This was her next move.—The Housewife.

CHINESE LOADED WITH MONEY.

Remarkable Discovery in the Clothing of Two California Celebrities.

The turnkeys in the Los Angeles county jail had an interesting experience recently on the arrival of two Chinese from San Diego, pending deportation. The men had been searched by the San Diego officers, and were reported to have no articles on their persons, but the Los Angeles jail officials thought it would be just as well to apply their methods of investigation, and the outcome was a lot of money, nuggets and gold dust.

The coolies had little packages of gold dust carefully packed away between each toe; others were braided into the strands of their queues; bank notes were cleverly stitched into the lining of their hats and the creases of their clothes. In fact, almost every place, mentionable and unmentionable, where coin, bills or gold dust could be hidden, contained its quota, the total found amounting to something over \$40 in bills, as much more in silver, and no one knows exactly how much in gold dust from Lower California mines.

The money of course belongs to the Chinese, but if they had been allowed to keep it on their persons while locked up, they would surely have been robbed of every cent of it by the other prisoners.—San Francisco Examiner.

Goodly Prices for Popular Songs.

Sir Arthur Sullivan is said to have received £10,000 in royalties for "The Lost Chord," the highest price received for an individual number, says Answers. Two thousand pounds per line was the profit realized by the publisher of that favorite song of Sims Reeves, "My Pretty Jane." The music was by Sir Henry Bishop and the words were composed by Edward Fitzball, who was born at Burwell, in Cambridgeshire. The profit realized on the song "In Old Madrid" was £15,000. The song, "Tommy Atkins," during the first year of its existence, brought the publishers, who had purchased it for a guinea, a profit of £6,000, or over £100 per week. Milton Wellings received ten guineas for "Some Day" and the publishers about £10,000, and the same composer's "Golden Love," for which eight guineas was given, probably brought £8,000 to the publishers.

Women Scarce in Egypt.

Egypt is the only country in the world where there are more men than women. The male sex in the dominion of the Khedive exceeds the females by 160,000.

When a man is sick, his wife thinks the real trouble is something wicked on his mind.

NEED OF THE CANAL.

NICARAGUA DITCH WOULD SAVE TIME AND MONEY.

As a Business Venture Alone the Proposed Artery, It Is Claimed, Would Be a Big Bonanza in the Way of Tolls and Lock Charges.

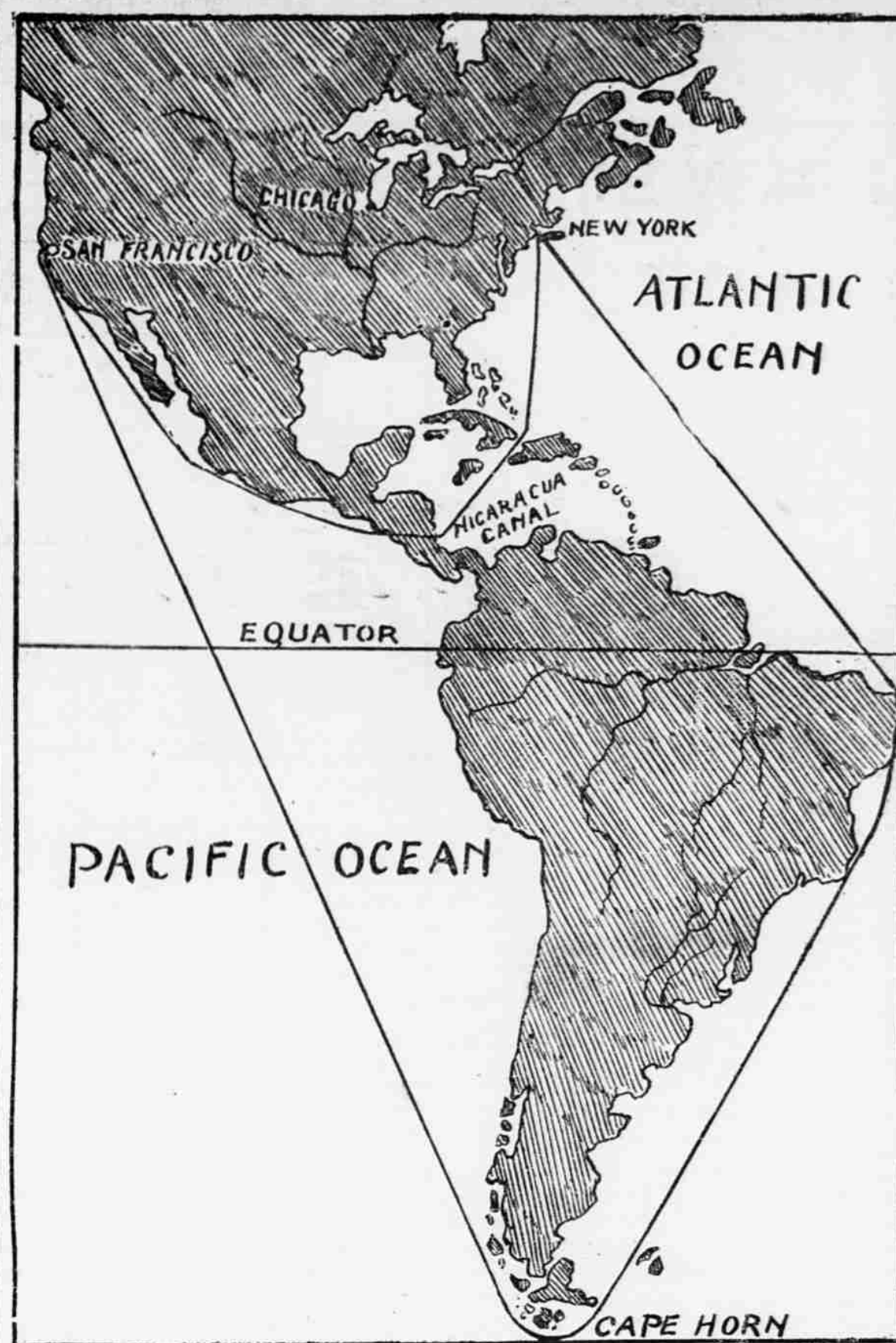
That the proposed Nicaraguan canal is vital to the interests of the United States was emphatically demonstrated during the recent war with Spain when our battleship Oregon was compelled to make her long voyage down around the Horn to reach the scene of naval operations. The apprehension of the American people during the long detour was painfully and justly excited, while the Government was deprived of several weeks' service of its finest man-of-war during the time it required to sail down the west coast of South America and up on the eastern side. Then, again, the commercial benefits to be derived by the completion of the proposed short-cut waterway are inestimable. A most comprehensive article on the subject of the Nicaraguan canal has been written by Henry I. Sheldon, a Chicagoan. This is said by experts to be the most complete study of the canal question yet undertaken. Mr. Sheldon visited Nicaragua three years ago and traversed the entire route of the projected waterway, examined the work done, and secured reliable data as to cost and methods of construction. Mr. Sheldon went not as the agent of any company or of the Government, but merely as an individual having no interest, pecuniary or friendly, with the present company constructing the canal, and was careful to incur no obligations which would prevent his taking an unbiased view.

"It may be well to say at the outset," writes Mr. Sheldon, "that I reached the conclusion that the canal in Nicaragua is practicable, and can be constructed at a cost on which fair returns can be earned. It also seems clear that, for many reasons, it is not a suitable work for private capital to undertake, and that it will be better that our Government should assist the undertaking. There are strong equities on the side of national aid, inasmuch as the chief benefits will never be the tolls collected from passing vessels. The canal may so develop our trade with Eastern Asia that a single year of that trade will exceed in volume the total cost of its construction. Its opening will double in value almost every acre of agricultural land in California, Oregon and Washington, and the population of those States will be more than doubled. For many years I have occasionally visited the Pacific coast, for either business or pleasure, and always the most striking aspect of its condition has been the absence of satisfactory markets for its products. Not a bushel of its large wheat crop comes to the Atlantic coast by rail, as wheat cannot bear the cost of so long carriage. Neither can its lumber or ores come by rail. In many places, after the farmer or the fruit grower has paid the charges of transportation companies, there is little or nothing left for him. The population continues small because the markets are so inadequate. Twenty-five years' trial has demonstrated that if railroads are to be the sole means of communication the development of the Pacific States will be very slow. The only promise of relief is in securing for these States some shorter transportation to the Atlantic States, and also to Europe, by water. Now, everything carried by water must pass around Cape Horn. The only shorter route, apparently practicable, is by way of a ship canal across the isthmus, through Nicaragua. This will save 10,000 miles of the distance around Cape Horn, and will enable an ordinary steamer to go from San Francisco to New York in fourteen days. The exact distance, by such canal, will

be 4,760 miles. The ordinary railroad freight service consumes from seventeen to twenty-one days. The canal line will be only about 60 per cent longer than the rail line.

Needed in the Time of War.

"Our country is so widely extended, 3,000 miles from east to west, that cheap and speedy water transportation like this is almost absolutely needed to bind and hold it more closely together. At present, in time of war, such parts of our growing navy as might be on either the Atlantic or the Pacific side would be for a considerable time of no use on the other ocean. The canal, when built, will promote the development of better markets for our manufactures in foreign countries bordering on the Pacific. These are less exposed than those on the Atlantic to European competition. This nation cannot be considered a first-class power when our people are only buyers from the rest of the world. Exporting agricultural products does not make a great nation. The French and the Germans do not engage in such exportation, finding other activities to be more profitable. A glance at the principal food-exporting countries shows the truth. They are such countries as Southern Russia, India and, latterly, the Argentine Republic, and they are poor, and they stay poor. We need to keep our wheat, feed our operatives with it, and send abroad the products they manufacture. The change cannot come suddenly, but we should plan and work for it. Some neglected markets are near us. The Rio Grande is quite a small stream. One can ride a horse across it from Texas into Mexico and entering the first hotel, one finds an English cloth on the table in the



MAP SHOWING PRESENT ROUTE AROUND THE HORN AND THE SHORT-CUT MADE BY THE PROPOSED CANAL.

dining room. The cups and plates are English, the cutlery from Germany and the waiters wear a suit of German clothes. There probably will not be an article imported from the United States in the house except a sewing machine. The demand is there, but we have carelessly, almost good-naturedly, made no effort to sell.

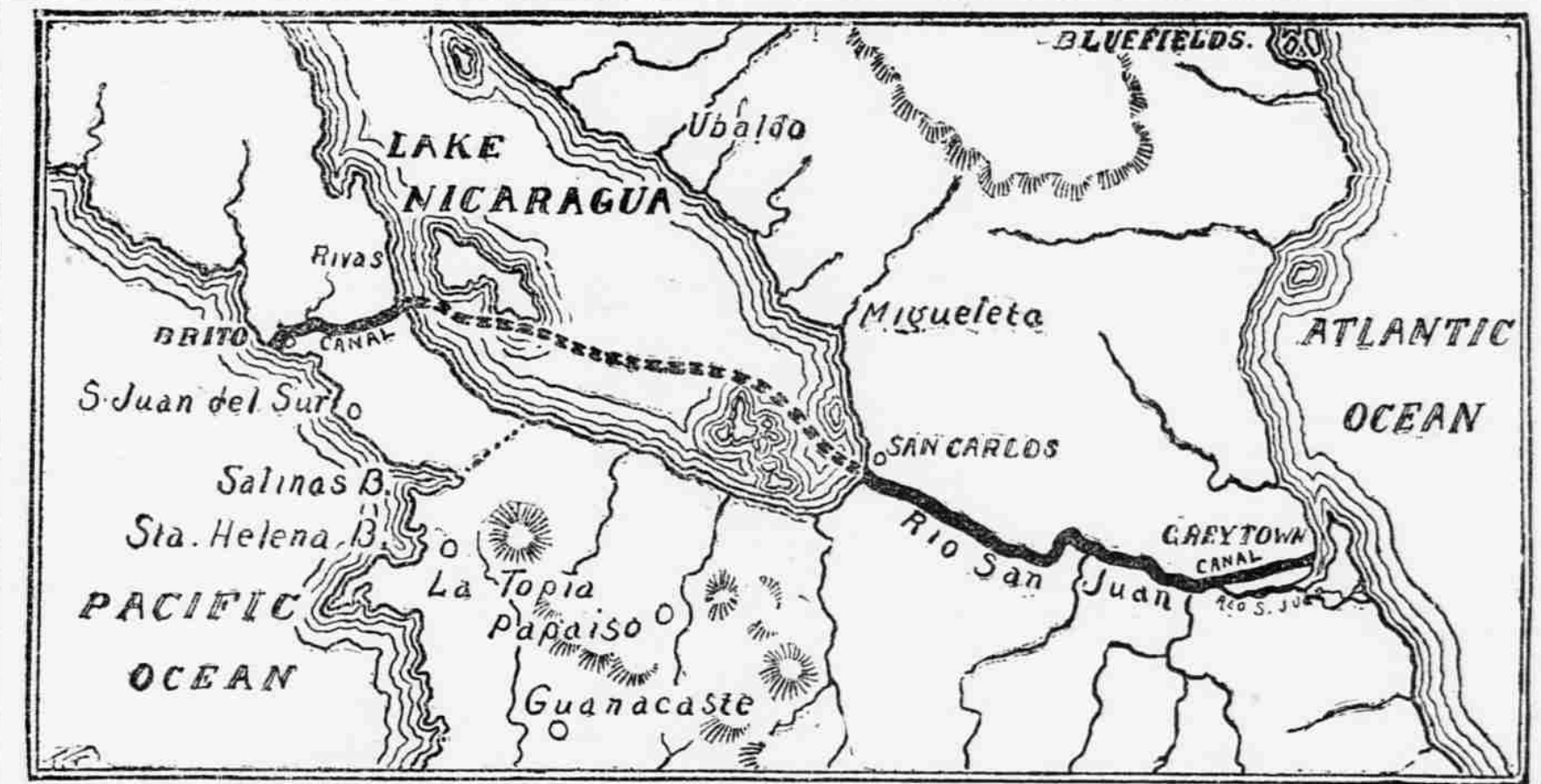
"In building up a foreign trade our natural course will be to begin with the countries where we shall meet least competition. In order to be profitable, trade requires to move along the lines of least resistance. Our geographical situation is such that we are the natural producers for all countries bordering on the Pacific ocean. The relative distance of European manufacturers, as compared with our own, gives us a great advantage. The idea of trying to sell much of our products to China and Japan is new to our people; but those countries are entering on a career of great development, and why should not the American people have a share in supplying their wants? The trade reports tell the story of their awakening. The purchases of their silver were:

In 1885.....\$28,000,000
In 1894.....113,000,000
China bought from foreign countries:
In 1885.....\$132,000,000
In 1894.....243,000,000
"We have not been alive to this demand. Of Japan's purchases abroad of \$113,000,000 in 1894, we sold her only \$11,000,000. We excelled in paying money to her, however, for in that year we bought of her goods amounting to \$143,000,000. Of China's purchases from other nations of

as an aid in building up our carrying trade, could be made by the same authority. If any European complications as to the use of the canal arose, our Government would not be hampered by the existence of a canal company, nor by being obliged to obtain the current action of Nicaragua and Costa Rica, but would be in a position to decide for itself what course to take. The possible claims of England to joint control of the canal under the Clayton-Bulwer treaty should be ignored. Those claims could never be allowed, and we probably would hear little of them after we had constructed the canal with our own money and were in full possession. The Suez canal has been neutralized by an agreement between the great powers, but that waterway is closely connected with the Eastern question, the balance of power, and other large subjects involving the nations of Europe. There is no analogy as to neutralization between the situation at Suez and that at Nicaragua."

Estimates of Probable Revenue.

Mr. Sheldon's estimates of the probable revenue to be derived from the canal are encouraging. "As the conditions are so similar, it is necessary, in taking a broad view of probable earnings, to consider the business transacted by the Suez canal. The results there shown are more helpful than mere estimates; they are ascertained facts. That company deals with the world's commerce, just as will be done in Nicaragua. In 1895 its business amounted to \$4,400,000 tons. It had then been in operation twenty-five years. The first year, 1870, its business was only 436,000



MAP SHOWING ROUTE OF THE PROPOSED NICARAGUAN CANAL.

tons; in 1871, 760,000 tons; in 1872, 1,100,000 tons, and there has been a fairly steady increase ever since, up to the amount in 1895. During all this time the volume of the world's commerce has steadily increased. Not only has trade more and more adjusted itself to the Suez route, but also the aggregate amount of trade has become much larger. Some allowance should be made for the advantages possessed by the Suez canal as a now well-established route. Taking its business eight years ago may be a fair offset for this item. The amount for 1888 exceeded 6,000,000 tons. The earlier Suez tolls were \$2.77 per ton, which have been gradually reduced the past twenty years, and traffic is not prepared now to stand heavy charges in any direction. A moderate tariff will be in every way desirable. A favorable, but approximate, estimate of the possible revenues in Nicaragua would be as follows: With tolls at \$1.50 per ton at the outset, and a business of at least 6,000,000 tons after the canal is fairly in operation, a gross income of \$9,000,000 would be obtained. Administration, maintenance and operation for 1895 cost the Suez canal about \$1,800,000. Taking into account all the dam and embankment work at Nicaragua, as well as the heavy rainfall, an allowance of \$3,000,000 as an annual average for expenses may be fair, leaving a net income of \$6,000,000. An undertaking of this character is to be gone into only as a long-term investment, and the earnings for the first few years after it is completed are not to be considered as sufficient for a final judgment. The greatest earnings will come later on.

Favors Government Ownership.

Mr. Sheldon takes strong ground in favor of absolute ownership and control of the Nicaraguan canal by the United States Government. "Congress should prescribe the tolls to be paid by ships using the canal, making the charges sufficient to meet the expenses of operation and a suitable interest on the capital invested in the undertaking and also, if considered advisable, for an annual payment into a sinking fund, to meet, at maturity, any Government bonds which might have been issued.

"As commerce increased, the tolls could be lowered, and any other reduction in favor of American ships, found desirable

the Pacific to Greytown on the Atlantic. The first half mile from Brito is at sea level. Then in two miles the canal rises 110 feet, through three locks to the summit level, 151 miles long, then in 4 1/2 miles it descends, through three locks, to sea level again, and then continues at sea level 9 1/2 miles to Greytown. The estimated time required for an ordinary steamer to cross from one ocean to the other is twenty-eight hours. Electric lighting is to make passage by night quite feasible. The allowance for passing through locks is forty-five minutes for each lock. Only twenty-six miles of the 168 miles of canal is to be through excavations. Some twenty-one miles is through basins, and 121 miles through the lake and the river. Provision should be made from the first for increasing the accommodation when it shall become necessary. Widening can be carried on at the same time that vessels are passing. So can deepening. To increase the size of the locks, however, will cause all traffic to be suspended. The locks in the present plans appear to be too small for permanent use. They are each to be 650 feet long, 70 feet wide, and 28 feet deep."

History of the Canal Scheme.

In December, 1881, Senator Miller of California introduced a bill in Congress to incorporate "The Marine Canal Company of Nicaragua," with the purpose of constructing the canal. Gen. U. S. Grant, Howard Potter, E. D. Morgan, H. J. Jewett and other prominent capitalists were concerned in the proposed enterprise. The bill met with bitter opposition in Congress, and was utterly defeated by the failure of the Marine Bank of New York, in which the Grants were ruined financially. The Nicaragua Canal Company was incorporated in 1887, with former Senator Warner Miller as president, and for a time made good progress. Its success induced opposition, and in 1889 the Marine Canal Company of Nicaragua, which received the sanction of President Cleveland, was incorporated. Hiram Hitchcock was the first president, but he was subsequently succeeded by Thomas B. Atkins. The work of digging the canal was begun and continued until financial misfortune overtook the enterprise, the construction company failing in the terrible panic of 1893. The contract for the construction was then awarded to Warner Miller Nicaragua Company, which still holds its concession. Many attempts have since been made to secure the aid of the Government, but the bills have failed to pass both houses. Congress, however, authorized the appointment of a technical commission of civil engineers to re-examine the canal line, and it is the report of this commission which will be presented to Congress in December.

The principal authorities on transportation statistics have made estimates that the Nicaragua route should divert from 2,000,000 to 3,000,000 tons of low-rate freight, such as flour, dry goods, machinery, coal, etc., from the overland traffic. Suppose 2,500,000 tons were diverted to steamship lines from the Atlantic and Gulf ports, going by the canal route. With the usual ocean tonnage from New York to the Pacific, and other vessels which would go through the canal, a conservative calculation places the annual freight at 7,000,000 tons. At the lowest Suez canal the this would give an annual revenue of \$12,810,000. The route in favor runs from Greytown on the Atlantic coast, via the San Juan river and Lake Nicaragua to Brito, on the Pacific. The total distance is 174 miles, divided as follows:

	Miles.
Brito to lake.....	17.27
Lake Lajas to San Juan river.....	56.50
Slack water in the San Juan.....	68.54
San Francisco Basin Ochoa to Eastern divide.....	12.01
Cut through the Eastern divide.....	3.00
Canal to Greytown.....	16.48

The Nicaragua canal route was surveyed first by Col. O. M. Childs in 1852 for the then existing Transit company which had established transisthmian communication with California by steamer from Greytown by way of the San Juan river to Virgin bay on the west shore of Lake Nicaragua, and thence by stage to San Juan del Sur, about eight miles south-east of Brito. The route selected by Col. Childs, who was an eminent engineer, has not been improved upon very greatly by subsequent surveys. The last survey, made by Mr. Menocal for the Government, lays the line along the Lajas and Rio Grande rivers on the west. Between the headwaters of these rivers and the divide is lower and the route more practical than anywhere else. From there the route leads across the lake, thence by way of the San Juan river and canal cut to Greytown.

Tolstoi's Colonies.

Tolstoi colonies are increasing in Russia. The Tolstois, of course, live together, having constructed their own houses and their own furniture; there is nothing new in this, the tale has been told before. What is remarkable is the arrangement of the mutual dining-table in the Tolstoi table d'hôte. The bowl of the community—a bowl of soup—is shared among six persons, each dipping into the same dish, but having the right of personal property in the matter of a wooden spoon and salt. Bread also is private to the individual. Thus the six consumers get a fair start and then they are all off together. But one would have thought this a fatal arrangement. Age, teeth and digestion are sadly unequal. What is there to prevent the venerable grandmother from being left hopelessly behind by Ivan the Terrible, her youthful grandson, who treats the whole course as a point-to-point race, and se shows forth the eternal inequality of things? It is added that there is a beautiful simplicity and decency in these repasts, and that there are three napkins to each symposium. Thus we have six consumers to one bowl and three napkins to six consumers. But some will do well to avoid the table d'hôte a la Tolstoi.

Thunderstorms in Jamaica.

At Port Royal, Jamaica, for six months in the year thunderstorms are of almost daily occurrence, and guests to picnics and garden parties are usually invited to assemble "after the thunderstorm."

All Husbands Do.

He—When we are married I will lie at your feet—

She (interrupting)—Yes, and to my face, I suppose.

The French may be fickle in everything else, but they are always faithful in their love-of change.